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10, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

May 14, 1920, Temperature 78.

Rainfall 0.06 inch.

Humidity 88.

May 14, 191, Temperature 54

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FIRE EXTINGUISHERS
TO SUIT ALL
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號四十月五年十二百九千一英

HONGKONG, FRIDAY, MAY 14, 1920.

日六廿月三申庚戌年九國民華中

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BUSINESS NOTICES

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SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.
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CARS FOR HIRE IN HONGKONG AND KOWLOON
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A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
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The Hongkong Dispensary.

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of Artistic Design
Charming Tone Quality
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ROBINSON PIANO
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GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 75 lbs. net.
In Bags of 250 lbs. net.

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61, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST IN CHARGE:—E. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.

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WINE MERCHANTS.
TEL. No. 625.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

BILL TO BAR FOREIGNERS.

LONDON, May 12.
An aliens naturalisation bill which is being introduced to the House of Lords by Earl Stanhope has been published. Inter alia the measure provides that no alien may be appointed to the civil service nor as master, chief officer, or chief engineer of a British merchant vessel registered in the United Kingdom, exceptions being those who performed faithful service in the war. Aliens are also debarred from holding pilotage certificates, exception being made in the case of French nationals using the ports of Newhaven and Grimsby. Special clauses are inserted providing equal powers of naturalisation for the British possessions, subject to the proviso in the case of the Dominions that the measure is adopted by the legislatures of the dominions.

RUSSIAN CIVIL WAR.

LONDON, May 12.
It is officially reported that the Ukrainians have occupied Odessa.

"IMPORTANT STEPS" IN IRELAND.

LONDON, May 12.
In the House of Commons, replying to Major O'Neill, Mr. Bonar Law stated that Macready had already taken most important steps to ensure greater co-operation between police and military in Ireland and yesterday made many other suggestions to the Cabinet all of which would be carried out. Macready believed these changes would have speedy effect. Mr. Law emphasised that the government would take any action which was believed to tend to restore decent conditions in Ireland.

COAL PRICES.

LONDON, May 13.
In the House of Commons, Mr. W. Brace moved an adjournment in order to draw attention to the increased price of domestic coal, which he asked the government not to impose. He approved the reasons for the increase in industrial coal. Sir R. Horne, replying, said the present was the most convenient season to start the policy of termination of coal subsidies. While the miners were not entirely free from blame as regards production, the coal-owners were showing a lack of energy owing to the unsettled situation in consequence of the agitation for nationalisation. He did not consider the latter would produce equally good results as private enterprise. American coal, which was unavailable last winter owing to a coal strike, was now entering European markets in considerable quantities and was selling in France for less than British coal. It was impossible to predict what the future export profits would be, therefore there was all the more reason to put the coal used in Great Britain on a sound foundation. The motion was defeated by 185 to 49.

CAPTURED SHIPPING.

LONDON, May 12.
In the House of Commons, replying to Mr. Alfred Davies, Mr. H. Wilson said excluding the ships captured by the joint British and allied forces, and the ships condemned as to part only of their interest, and the numerous miscellaneous small craft, the total number of ex-enemy merchantmen over 500 tons hitherto condemned in the British prize courts is 58. With the exception of ships retained by overseas governments, these would run on British government account. The sale of fifteen of these vessels realised a million and a half sterling. The trading results were not yet available.

The House passed the second reading of the finance bill without a division.

Mr. Baldwin, secretary of the Treasury, winding up the debate, disagreed with those who thought the Chancellor was trying to do too much and that we were robbing ourselves now for the benefit of posterity. The knowledge that the British were willingly taxing themselves so heavily this year would have the greatest effect in making the world realise that we were going to set our house in order.

BRITISH LOCOMOTIVE BUILDING.

IMPORTANT DEVELOPMENTS FORESHADOWED.

The world-wide shortage of locomotives and rolling stock which has resulted from five years of warfare is an obstacle of the first magnitude which must be surmounted before international transport and trade relations can be resumed on anything like normal conditions. One of the largest English engineering firms, whilst war was still proceeding, foresaw that an acute shortage of this kind was to be expected when peace came. The Directors of this firm methodically laid their plans, and these carefully prepared arrangements have now materialised so that at the present time the Armstrong, Whitworth Company are making a remarkable bid for the premier position amongst locomotive builders throughout the world. The Ammunition Works at Scotswood on Tyneside were allocated for the construction of locomotives. Immediately after the Armistice they commenced their reorganization and within the short space of a year the vast munition plant has been swept away, the new plant installed, and the first Armstrong, Whitworth locomotive—powerful 0-8-0 type for the North-Eastern Railway—was completed and delivered from their Works.

To-day the Scotswood Locomotive Works are the largest and best equipped works of its kind in the British Empire. Their present output capacity is over 400 heavy main line engines per year.

Even under present conditions the Company themselves anticipate that by the summer of 1920 their output will have increased to not less than 45 locomotives per week. The following list gives particulars of some of the most interesting and important contracts which Messrs. Armstrongs at the present time have on hand:—

Country.	Ordered by	Type.
Great Britain and Ireland	North Eastern Railway Co.	0-8-0 with six wheel tender.
"	Midland and Gt. Western Railway of Ireland	0-6-0 with six wheel tender.
"	Caledonian Railway	4-4-0 with six wheel tender.
"	Gt. Southern and Western Railway (Ireland)	4-4-0 with six wheel tender.
Java	Dutch Colonial Government	4-4-4
Brazil	Leopoldina Railway	4-4-0 with six wheel tender.
Trinidad	Trinidad Railway	4-4-0 with six wheel tender.
Nigeria	Nigerian Railway	4-4-0 with six wheel tender.
India	India State North Western Railway	0-6-0 with six wheel tender.
"	Bombay, Baroda and Central India Railway	2-8-0 with six wheel tender.
"	Madras and Southern Mahratta Railway	2-8-0 with six wheel tender.
Argentina	Buenos Aires Western Railway	2-8-0 with six wheel tender.
Belgium	Belgian State Railways	2-8-0 with six wheel tender.

COMMISSION CASE.

Before Mr. Justice Wood, Puisne Judge, in the Summary Court yesterday afternoon, the case in which Miss Yim Yee Koo sued Yick Lung Hing Firm, contractors, of 33 Cochrane Street, Victoria, and Leung Chi Chuen, managing partner of that firm, for \$450, claimed as the balance of agreed brokerage, was adjourned until May 25.

Plaintiff, who was represented by Mr. Leo d'Almada, gave evidence that defendants agreed to pay her commission of \$1,000 if she could secure them a building contract from Li Po Sung, the owner of land in Calder Park. The contract was duly completed and on July 12, last year, defendant paid plaintiff \$50. The claim was subsequently reduced to \$500, leaving a balance due of \$450; the amount of the present claim.

The defence, which was conducted by Mr. C. F. Mason, was a denial of the claim on the ground that the contract had not been secured through plaintiff. Defendant asserted that plaintiff first brought the contract to him, but two days later, withdrew it. He was subsequently sent for by Li Po Sung and the contract was arranged between them without the intervention of plaintiff. The \$50 paid by him to plaintiff had been given as kumshaw as plaintiff continually worried him for commission on the contract.

The case was adjourned until May 25 in order to secure the attendance at Court of Li Po Sung.

DEFENCE CORPS ELECTIONS.

The election of officers and N.C.O.'s of the Scottish Company and Light Infantry and Infantry Companies of the H.K.V.D.C., last evening, resulted as follows:—

Mounted Infantry Company: Sergeant, G. C. Moxon; and Corporal, H. B. L. Dowbiggin.

Scottish Company: Lieutenant, J. H. Gordon; Sergeant, T. W. Hill; Corporals, J. Ralston and J. M. McHutchon; Lance-Corporals, A. G. Simpson, D. J. Purves, and W. J. Crawford.

Light Infantry and Infantry Companies: Company Commander, G. E. Stewart; Lieutenant, F. C. Hall; Sergeants, T. P. M. Bevan and W. H. Edmonds; Corporals, C. A. Grimes, and F. Lobel; Lance-Corporals, P. S. Cassidy, G. H. Haskett, and E. R. Dovey.

LADY ASTOR SCORES IN SUFFRAGE DEBATE.

An effort to amend the labour party's equal suffrage bill so as to withhold the vote to women less than thirty years old, was defeated by Lady Nancy Astor, who kept up a running fire of debate in a house of commons' committee meeting considering the measure.

Fear of woman's power in politics was acknowledged by those who opposed giving women equal voting rights with men.

Lord Wolmer, who submitted the amendment, which was defeated 21 to 13, asserted that a majority of the "pussyloons" are women and if that majority has the right to vote, it might insist upon prohibition. The male population, which had borne the brunt of war, was not prepared to tolerate any such impositions, he added.

CALLS IT SENTIMENTAL SLOBBER.

Col. Arthur Lee said all the fussing about votes for women was a lot of sentimental slobber, whereupon Lady Astor leaped to the defence of the women.

"I am astonished at such speeches," she said. "Why are the men so frightened at women voters? The men have made such a mess of matters that women are justified in taking the vote from them. If the women had the vote there would be no war."

"Whether women get the vote they will insist upon reforms, 'pussyfoot' or otherwise."

DENIED MEN WON THE WAR.

Lady Astor denied Wolmer's suggestion that men won the war. Women also had done their share, she said. "Who lost the peace?" Commander Kenworthy slyly asked. "You be quiet," Lady Astor retorted.

"You can't argue with women, Sir Frederick Bumbury warned. He also scouted the idea of young girls being likely to study politics. "They'll more likely do what Lady Astor confessed she had done," Sir Frederick said. "Spend a whole afternoon buying a frock which did not fit."

A solemn committee meeting burst into merriment. But quickly ended in a vote in which Lady Astor triumphed.

BUSINESS NOTICES

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DELIGHTFULLY COOL AND COMFORTABLE.

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J. ULLMANN & Co.

French Firm, Established 1862.

Quality, Variety, Perfection.

FAIRALL & CO.

GREAT SALE

**RAIN-COATS,
SILK GOLFERS.**

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MANUFACTURERS OF

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Oil Drilling Cables of any size up to 3,000 feet in length.

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PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (For Account of the Concerned),

TUESDAY,
May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, &c., &c.
Comprising:—

Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.

Also
Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.
comprising:—

Chesterfield Sofas, Arm-chairs (new) Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

Also
Four Pianos, One Enamelled Bath, Chamber, &c., &c.,
(Full Particulars from Catalogue).
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.

He's Happy!
As your baby grows happily from month to month he needs a changing food to keep him strong and contented. THE "ALLENBURYS" FOODS contain graduated proportions of the elements essential to your baby's brain and body development.



The Allenburys Foods
MILK FOOD No. 1 - From birth to 3 months
MILK FOOD No. 2 - From 3 to 6 months
MALTED FOOD No. 1 - From 6 months upwards
Obtainable of all Chemists.
ALLEN & HANBURY'S Ltd., London.

INTIMATIONS.

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY TO-MORROW (SATURDAY) the 15th instant, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, May 8, 1920.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

SUBJECT to weather conditions the following dates have been fixed:—

Final Open Championship Singles, TUESDAY, 18th May.

Final Open Championship Doubles, THURSDAY, 20th May.

Challenge Round Open Championship Singles, TUESDAY, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.

The lists will remain open at the Pavilion until FRIDAY evening, 14th May, after that date they will be transferred to Messrs. MORTIMER & CO. PRICE \$1. each.

L. S. GREENHILL,
Hon. Secretary.
Hongkong, May 12, 1920.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on SATURDAY, 22nd May, 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1920, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 22nd May, 1920, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, May 4, 1920.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, on FRIDAY, 21st May, 1920, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

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35 WORDS 3 INSERTIONS, 41. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—A stenographer typist for engineering firm. Good prospects. State previous experience and salary required.—Box 1190. c/o "China Mail."

WANTED.—To Purchase a setter or Pointer PUP (dog) apply 1183 c/o "China Mail."

TO LET.

TO LET.—Furnished "Ava House" May Road. Apply to—The Hongkong Land Investment & Agency Co., Ltd.

FOR SALE.

STAMPS of Hongkong, China, etc., in fine condition and reasonable prices; will send on approval. "Stamp Topics," a small monthly stamp paper, copy postfree on request. THEODORE SIDDALL, Shanghai.

TO LET.

TO LET.—A SHOP in Nathan Road, Kowloon. Apply to—Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

LA FAVORITE
LATEST PARISIAN CREATIONS
EVENING DRESSES AFTERNOON GOWNS, SMART COSTUMES & SPORTING APPAREL
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READY FOR USE.
A PAINT FOR EVERY PURPOSE.
A PAINT THAT ALWAYS GIVES SATISFACTION.

We carry stocks of all colours—
Marine Paints, House Paints, Varnishes and Stains, Roofing Paint and Exterior Paints

and what is important to you in this damp climate.
A WATERPROOF PAINT.

HOGG, KARANJIA & CO., LTD.,
No. 1a, Chater Road, Hongkong.

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A WATERPROOF PAINT.

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We would introduce a note of warning with regard to the installation of Belting. We have found that the tendency in the minds of machinists almost invariably seems to be to stint the driving power and to exercise what we describe as a false economy in the first cost of both Belting and pulleys.

The fact is, that a little extra width above that actually necessary to transmit the power required will dispense with a great amount of subsequent trouble. Also, the belt will have a very much longer life than would otherwise be the case.

We submit—
Walker's Belting
as a reliable "Power Transmitter."

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For over 95 years we have been engaged in the manufacture of Leather and of Leather Belting. The number of raw hides passing through our yards enables us to reserve for Belting purposes only the choicest selection. The purchaser is assured that he is buying Leather which conforms to the quality required for his particular purpose. Write for our Belting Booklet. **Wm. Walker & Sons, Ltd.,** Bolton, England.

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High Quality Goods At Moderate Prices.

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THE MISSES de VINE and TERREY SOCIETY ENTERTAINERS will introduce

HARMONY and SONG at the usual

TEA DANCING and DINNER DANCE to be held on

SATURDAY, MAY 15th

SUNDAY, MAY 16th

ORCHESTRAL CONCERTS during

TIFFIN and AFTERNOON.

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MONDAY NEXT

ORGAN RECITAL

At 6 p.m.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports consignees of cargo are hereby notified that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on May 15th, at 10 a.m. and May 17th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 17th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.
Hotel Mansions.
J. ORAM SHEPPARD,
Acting Agent.
Hongkong, May 10, 1920.

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WEST BUND, CANTON.

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Large and airy rooms, Elevators, Electric Lights and Fans installed. Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard room, Roof Garden, Cinematograph Theatre and every modern convenience provided.

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THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

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THESE PRICES INCLUDE CLEANING AND ORDINARY GARAGE DUTIES.

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CHINESE PONGEE, CREPE AND OTHER SILK AND PIECE GOODS, OUR SPECIALTY.

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PHONE 928, CABLE "BONTON."

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.

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CIGARETTES
MANUFACTURED BY CANTON TOBACCO CO. LTD.

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Sir R. Burnett & Co's Fine
Old Tom and Fine Unsweetened.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

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Nothing is more pleasing to the eye than neat,
Attractive Footwear—

WICHERT'S

Models ensure these two pleasing qualities.

CORRECT IN DETAIL,
PERFECTION IN SHAPE.Our present Models are original in style, yet neither
freaky, nor extreme.They are particularly excellent in the smaller
niceties of finish.

The pleasure of a visit is solicited by

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, MAY 14, 1920.

THE CONSORTIUM.

The *Shunten Shi Pao*, a Peking daily printed in the vernacular, but Japanese owned, and which is known to be guided as to editorial comment by the Japanese Legation, has changed its tactics since the publication of Mr. Lamont's speech (reported in this issue of the *China Mail*), and has come out in favour of the new Consortium, to which it was previously opposed. That organ stated editorially: "Mr. Lamont is an American financier of great standing and influence. His friendly attitude towards China, his wisdom and his honesty have excited our admiration. We hope sincerely that he will succeed in his mission and we pray for the successful organization of the new Consortium not only for his sake, but also for the sake of the future welfare of China."

At the same time, the editor of the Japanese daily, quoted above, in judging the attitude of the Chinese officials, financiers and industrial magnates toward Mr. Lamont seems to distrust their purposes and hints that their position is one of hypocrisy and deceit. Earnest hope is expressed, however, that the Chinese government will not disappoint Mr. Lamont and the interests of the great Powers whom he represents, and in whose behalf he is conducting his investigation.

When we consider the usual bitterness of Japanese toward anything and everything relating to China which has not first been referred to their government as the self-appointed guardian of the affairs of the Far East, this reversal of position may be taken as an indication that some of them are disconcerted at China's capacity for swallowing foreign loans, and that they are already regretting their loan of 9,000,000 yen made independently to the Peking government to forestall the revival of the consortium loan plan. They have seen this sum of 9,000,000 yen vanish over night, one might say, and with financial troubles in Japan to take care of, and the realization that "any measure support which they might be able to offer independently to the debt-ridden Peking government would only be a drop in the bucket, they now seem ready to abandon their former jealous

attitude toward the European Powers and America, and put a shoulder to the wheel as one unit, only, of a combination which will give a long pull and a strong pull to lift poor old China out of the slough of government graft and corruption into which the nation has fallen.

The *North-China Daily News*, in a leader dated May 5, announced that Mr. Lamont was leaving for home, and seems disappointed that no great results from his visit to China are immediately apparent. This tone of disappointment, however, is not justified when we consider that in his utterances while in China, Mr. Lamont repeatedly stated that he came to that country as the representative of the American group to bring their cordial expressions of good will, to explain their aims, and those of the proposed Consortium, and to bring back to America a thorough report as to conditions. One infers that he came here not as the ambassador bearing gifts, with plenary power, but as the investigator, whose recorded observations will be examined by the big international financial interests back of the movement, who will be the supreme court of judgment and appeal, and who will make the final great decision, whatever it may be.

Other Japanese comment sets forth that the Peking government is running behind to the extent of at least \$7,000,000 per month, representing the difference between the monthly expense, believed to be from \$12,500,000 to \$13,000,000, and the dependable revenue, estimated at from \$5,000,000 to \$5,500,000 per month.

That the Peking government is in financial straits, with its officials and soldiery not paid for months, its notes depreciated in value, bills for material and supplies long overdue, and its own people demanding anywhere from 12 to 20 per cent interest per annum on hypothecated gilt-edge government securities, is well known. That the Japanese eleven-hour loan of 9,000,000 yen came to Peking as a manna, fallen from heaven, in an hour of deepest distress, and yet afforded merely a temporary relief, is equally well known.

Unless the new Consortium loan of \$5,000,000, or more, goes through, the present Peking government will be bankrupt in the course of two or three months. Two main considerations will affect the purposes and the decisions of the financiers who stand ready to assist China.—1. Will Japan come in wholeheartedly, abandoning its present policy inspired by narrow-minded political jealousy? 2. Will China play the game, abandoning

its present rotten, grafting, "squeeze pigskin" North against South, politics?

With these questions settled in the minds of the financial interests, and the Powers backing them, there will, undoubtedly, be prompt action taken to relieve China's present governmental monetary embarrassments, and to provide for that country's future, so that its own people will have confidence in unlocking their hidden hoards of wealth and patriotically loaning enough at low interest rates to enable the Shipping Giant of the Far East to carry on until fully awakened and stirring about on his own to provide for himself and his enormous family.

That the Japanese government itself has experienced a change of heart is evident from a cable, dated Washington May 10, which we published in yesterday's *China Mail*, stating that the State Department is informed that Japan has withdrawn all objections to the formation of the Consortium of Bankers to promote a loan to China; adding: "A Note has been prepared (by Japan) accepting the terms of Great Britain, America and France."

With the four stoutest nations in the world—Great Britain, America, France and Japan—financially backing China, that country will have an opportunity, unexampled in the history of any decadent nation, to land on its feet, politically as well as financially.

After the Consortium has done its part, WHAT WILL CHINA DO?

ADVERSARIA.

If we have been VOLUNTEER asked once we have ELECTIONS. been asked a dozen times—When are you going to show up the volunteer elections? Our answer was, of course, that when we heard of anything needing exposure, we would expose it. What had happened? They were shy about telling us, preferred that we "get it from someone else."

We haven't time to waste on digging out information from reluctant witnesses like a girl extracting wrinkles with a hatpin. At present, therefore, we are not in a position to kick anybody. We hear that all the government servants interested were handed type-written instructions how and for whom to vote? Is that true? Who was responsible? Would such instructions have a stronger influence than any ordinary election address? If so, they were improper. Was there a special rally of Government servants insisted upon to swamp the voting? In short, was anything done that we can reasonably object to? Until we are supplied with information our blood refuses to boil, we decline to get in a paddy, we will not do any cursing.

It is as we said. The POLICE long awaited adjustment of police pay does not seem to have met the needs of the situation. The men, those of lower rank at any rate, are not satisfied. They arranged to hold a meeting to discuss the matter. Because they had omitted to ask official permission to talk about their own affairs, that meeting was verboten. They formally applied for permission. It was given. The meeting will take place on Saturday. The men have taken a good case that we hope they will do nothing hasty to spoil it, but be patient and do their best to satisfy every requirement of the Red Tape Department. After that the Government will be bound to do them justice.

The new scale as it SANITARY affects the civil servants of the Sanitary Department is a clear case of an "Irish rise." We published a few striking instances yesterday, showing definite decreases in the case of men of long service. This method of dealing with the emoluments of civil servants who happen to have no "pull" would be comical if it were not so unjust and mean. Just as a Corporation has no soul to be saved or bottom to be kicked, so in this matter there is presumably no individual who can be picked out for execution. The local panjandrums will refer us to the London panjandrums, and the London panjandrums will remark, musingly, "Hongkong? Hongkong? Now where did we hear that name before?" When we find a man getting \$48.91 less per month as the result of a long awaited "rise," we find a man whose gratitude will not make him lose any sleep.

The story still HARBOUR goes in. Macao IMPROVEMENT. that a Canadian firm of contractors is to make a real harbour for Macao, and that when big ships can call with both passengers and cargo, a large first-class hotel with casinos, roof garden, etc. may be built there. The Macaoese are quite convinced that their scenery is more beautiful and their climate better than ours. As soon as they

have our harbour beaten, we are to be nowhere on the map. There is to be an eighteen million dollar harbour, and situated between Macao and Taipa, in waters incontestably Portuguese. That will settle a tedious controversy with China. The present interior harbour will be left to the sampans, and to the alighting up that must follow. Wharves would be built at Villa Leitoa or the Praya Grande. The progress of Macao is flowing like glue, and it is time Hongkong bucked up to meet the threatened competition, by improving its harbour, its climate, and its scenery. Our admiration for our officials has not hitherto occasioned remark, so perhaps we may say without appearing to gush that in this one respect Macao has not got us beaten. Not even a Canadian contractor, with all his skill and enterprise, can go far or fast with a Portuguese official hanging round his neck.

The other day we MANNERS. referred to the decay of good manners. A visitor suggests to us the desirability of pointing out that, contrary to apparently received Hongkong opinion, common civility is no bar to the conduct of business. He declares that in various business premises he has entered he has been received cavalierly, and we are not surprised. We had noticed it. The noblemen who condescend to act as clerks here do not perhaps mean to be offensive, but they certainly take no pains to be polite. We would be the last in the world to ask for servility, but between servility and rudeness there is an easy and a happy middle path, that of good manners. When a bank clerk deserts a client whose business he has begun to handle, in order to serve a better dressed one, (a case cited by this visitor) he is doing no good to the bank, no good to the reputation of Hongkong, and no good to himself. Moreover, he is liable to be "bawled out," and made to look as foolish as this one was; for the second client refused to take advantage of the clerk's snobbishness. The sour, mistrustful, brusque, arrogant demeanour of some of our embryo taipans may be modelled on the airs of the taipans in *esse*. We cannot say, if it is, it is a bad model, and should be discarded in favour of good manners, which cost nothing, and which sometimes actually pay dividends, like bread cast upon the water. In any case good manners make life pleasant to all round.

A Shanghai paper of KOLCHAK. May 5 prints another story of "How Kolchak Died," which does not square with General Janin's. It is from Col. John Ward, who appears to be that type of man who, after a week in Hongkong goes home to pose as an authority on China. It is true he had more than a week in parts of eastern Russia, but we think it will be conceded that General Janin was in a position to know more about it than Ward. Indeed, although he presumes to give a highly coloured account of the end of his good friend Kolchak, he admits that he does not "know the exact facts." He accuses the Allies of deserting Kolchak. They should never have associated with such a criminal. He says that General Janin "surrendered this man to his enemies in the middle of the night." If we believe General Janin and we do that is a lie. Perhaps Ward can get away with charging the Allies with "absolute treachery." There are people who still seem to think he is a witness worth listening to. We don't. Especially when he describes the late Kolchak as a "clean souled Russian patriot." That is a contradiction in terms. The word "Russian" bars the rest of it. Not even Lenin and Trotski are "clean souled," though they seem pretty decent fellows, for Russians. Kolchak was a blood-thirsty Russian, who met a clean and easy finish, and the story we got from General Janin direct, and printed yesterday, has all the marks of history, whereas Ward's hot-air is mere spot-light hunting, as usual.

The British trade THESPASSERS. propaganda association WILL BE PROSECUTED. of our Chamber of Commerce, so ably being served by Mr. O. T. Breakpear, takes the name and title of "Publicity Bureau for South China." Latterly things have been happening that make the regular publicity experts—the newspaper proprietors—look askance. Straws have been strewn about which suggest wind. An invitation to the newspaper profession from Canton journalists came through this Bureau. A new publication is now forwarded, for review, by this same Bureau. The Adversarian has been asked to make it plain to our Cantonese friends, and to the public generally, that the "Publicity Bureau for South China" has no connection with, or influence upon, regular newspaper publicity in that area. All communications intended for the newspapers, all applications for any form of newspaper publicity, should be addressed to the newspapers directly. They do not do business through this or any other bureau.

On his way to MR. LAMONT'S China, Mr. Lamont, the American financier interested in investigating the consortium problem, shocked two callow Britishers on the boat by appearing at dinner in a Tuxedo (dinner jacket) in combination with a double collar and black tie. It was the double collar that upset them, and they made some noise about it. They expressed the opinion that a man in his position ought to know better, and that it proved he could not be a well-informed person. Other American passengers (not, of course Mr. Lamont) resented this, and there were bitter recriminations. This sort of thing is what makes travelling Britishers so deservedly popular all over the world. In the first place, no gentleman would remark at all another's idiosyncrasy, eccentricity, or error of dress. In the second place, what may be English conventions and fashions have no binding effect on foreigners. Our "good form" may be bad for other people. And in the third place, it was utter rubbish anyway. So long as Mr. Lamont's collar was clean, what had they to kick about? We wish we had been aboard. We should certainly have done our best to make those two censors miserable, by pointing out their peculiarities.

Inspector Earnest this morning charged a Chinese, a Shaokuan shopkeeper, with the unlawful possession of a false scale. The defendant pleaded "guilty." The Inspector said the scale was correct but for the string of cash the defendant had attached to it. This has the effect of offsetting the balance of the scale against the buyer. A fine of \$10 or two weeks' hard labour was the sentence passed.

A Chinese was this morning brought before Mr. R. O. Hutchison, at the Magistracy, charged, at the instance of Sergeant Kelly, with house-breaking at No. 20, Yee Woo Street, Wan-chai, and theft of property valued at \$5.45. The Sergeant said that Inspector Kent, who was in charge of the case, was not prepared to go on, and had instructed him to apply for a short remand. His Worship fixed Tuesday for the hearing of the case.

Sergeant Kelly this morning charged a Chinese youth with unlawfully returning to the Colony after he had been banished for a period of ten years on the 1st January, last year. The defendant said his trade was that of a rafter worker. He has employment in Hongkong, and his employer was prepared to guarantee his good behaviour. He wanted a chance to make good, that was why he came to Hongkong. His Worship said that did not alter the fact that he had disobeyed the banishment order. Sentence of six months' hard labour was passed.

Inspector Cayill this morning charged a Chinese youth with the theft of a small ornament, valued at 50 cents, from the cap of an infant at Mongkok yesterday. The defendant admitted the offence and said he had nothing to say for himself. The Inspector said that another boy saw the defendant cut the ornament with a pen knife, and gave the alarm. He was caught by a Chinese constable, and the ornament (produced) was found in his right hand. In his pocket was found an open pen knife. The boy told him (the Inspector) at the station that he stole the thing to help his crippled father, who was unable to work. The Inspector said he believed the boy's story about the crippled father, but his mother was capable of working. He had instructed her this morning to attend Court, but she had failed to do so. His Worship said he did not intend to sentence the defendant to a long term of imprisonment. The Inspector said that seeing it was the defendant's first offence, he did not propose to press the charge. Six strokes with a rattan, and forty-eight hours' detention.

A PARENT'S DUTY. YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You are getting better and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

CIVIL SERVICE SALARIES.

EDUCATION.

In the Education Department, Mr. Ralph receives a non-pensionable allowance of \$50, personal to himself as supervisor of the Technical Institute.

Masters of Class 1, from \$650 to \$750 by \$25 annually. Class 1 consists seven posts Messrs. Bird, Crook, Beck, de Martin, Morris and Sutherland are placed in Class 1. One post is left vacant for the time being.

Masters of Class II from \$400 to \$600, by \$10 annually. The rate of salary to be drawn from 1st January, 1920, is as follows, and future increments will date accordingly—\$750 for Messrs. Bird, Crook, Beck and de Martin, \$725 for Mr. Morris, \$675 for Mr. Sutherland, \$600 for Mr. de Rome, \$580 for Mr. Brawn, \$560 for Mr. Cavalier, \$540 for Mr. Kay, \$520 for Messrs. Ralston, Foster, Edwards, and Hamilton; \$500 for Messrs. Handyside, Nightingale and Fletcher, \$480 for Messrs. Law and Mycock and \$440 for Mr. Upsdell.

GOLF.

PROFESSIONAL PAIRS ENTRIES.

The draw has now been made in the Professional Pairs competition of the Royal Hongkong Golf Club, due to be played at Happy Valley. The first two rounds must be completed on or before 7th June, the next two in the following fortnight, the semi-final the following week, and the final on or before July 5. Forty-two couples have entered, giving ten games in the first round and sixteen in the Second.

The following is the draw in the first round.

W. D. Kraft and E. T. Singer (26) v. E. Newhouse and A. B. Purves (23).
W. Taylor, and H. M. Edwards (15) v. P. V. Kilgour and F. W. Vining (23).
G. M. Young, and E. V. D. Parr (23) v. A. L. Burnie, and P. E. de Paravicini (12).
R. Henderson and J. Rodger, Jr. (18) v. J. W. Taylor and R. Hancock (21).

H. H. Gompertz and J. R. Wood (31) v. W. J. Morrison and R. G. Camidge (19).

W. G. Brown and F. Soutar (20) v. T. W. Hill and K. S. Morrison (8).
R. M. Smith and C. A. Peel (11) v. P. S. Harrison and J. W. Alabaster (18).

C. E. H. Beavis and E. J. Grist (11) v. L. M. Whyte and A. G. Coppin (35).
A. M. D. Wallace and R. D. Cromartie (24) v. P. H. Holyoak and J. Owen Hughes (28).
H. West and E. B. Lambert (34) v. D. de B. Newcomb and D. Reid (35).

SECOND ROUND.

The following couples are drawn together in the second, together with the winning couples in the first:—
G. W. Sewell and G. H. Wilson (34) v. N. Harper and T. W. Doyle (27).

C. L. Hickling and H. G. Bagnall (12) v. W. S. Brown and J. Hooper (26).

D. McLaren and A. K. Henderson (20) v. G. E. Stewart and F. A. Dunsdale (32).

F. Maitland and L. S. Greenhill (25) v. R. Bruce and A. C. Leith (15).
E. Grimble and P. J. Falconer (28) v. A. G. M. Fletcher and E. R. Hallifax (32).

G. S. Archbutt and R. A. Brand (4) v. Winner of Kraft and Singer v. Newhouse and Purves.
Winner of West and Lambert v. Newcomb and Reid v. W. G. Goggin and J. Stalker (33).

J. C. Fletcher and F. J. De Rome (16) v. W. C. Conaby and F. Lobel (26).
C. W. Jeffries and E. D. Evans (34) v. J. Rodger and G. M. Shaw (34).

A. H. Hollingsworth and R. E. O. Bird (34) v. R. O. Hutchison and N. L. Smith (7).
T. E. King and P. P. J. Wodehouse (30) v. A. D. Humphreys and T. R. Chasels (30).

J. L. R. Archer and K. A. M. Tomory (22) v. J. Johnstone and L. N. Lee (17).

Handicap of the difference between the respective Handicaps as stated above: 3 stroke or over to count as one. Should any Tie remain unplayed on due date the second named couple in the match passes into the next round.

LEAGUE TENNIS.

The following will represent C.R.C. to play their Tennis League Match against Hongkong Cricket Club, on Saturday, 15th May, at 4 p.m. on C.R.C. Ground, Causeway Bay.—
M. E. Lo and Wong Po Keung, M. K. Lo and M. W. Lo.

We understand that Lieut. Col. W. N. Nicholson, C.M.G., D.S.O., Suffolk Regt., will shortly arrive on the s.s. "Delta" to take over the duties of D.A.A. and Q.M.G. at Headquarters. Colonel Nicholson has an interesting war record, being in possession of the Queen's medal with 3 clasps, and the King's medal with 2 clasps for the South African campaign. In addition to being awarded the Brevet rank of Lieutenant, the C.M.G. and the D.S.O. for his services during the War 1914-18, he was mentioned in despatches on six occasions.

AIR LIGHTHOUSES.

SELF-ACTING MECHANISM.

It has long been realised, writes an aeronautical correspondent in *The Times*, that efficient ground organisation will have to be one of the conditions of successful commercial aviation; and as night-flying may be expected to be as common as flight by day when the aeroplane takes its place in the general scheme of the world's system of transport, a large part of that ground organisation will be concerned with the facilitation of flying in the dark, and particularly of landing. Aerodromes and routes will be illuminated and made recognisable for the airman's harbours and channels are for mariners, and the lighthouse will become as familiar a feature of the landscape inland as it is on the coast. Up to the present almost all our experience of night flying is concerned with active service, and pilots in landing at night were usually assisted during the war by ground flares. The inland lighthouse, when it was used, was a very primitive affair. Night flying in these days of peace hardly exists, and there are at present but two aeronautical lighthouses in Britain, one at Waddon (Surrey) and one at Hounslow. The latter was built by the Gas Accumulator Company, of Brentford, and is in reality a fourth-order marine lighthouse. Experience has shown that even a lighthouse of this type, which through each of the four faces of the lens produces a beam of about 70,000 candle-power is not sufficiently brilliant, save in an isolated position, to serve its purpose. This particular light flashes once in five seconds, a characteristic sufficient to make it distinguishable at low altitudes from all other lights in the neighbourhood. But at say, 12,000 feet, the beam and regulated flash of even such a powerful light as this may be distinguished—where there are towns near the aerodrome—from such lamps as those in streets, at railway stations, and big shops only with much difficulty; and the makers of the lighthouse at Hounslow are at present designing a new lantern to throw a lateral and upward beam of far greater intensity and brilliance than any produced up to the present even in a marine lighthouse.

HOW THE LIGHT IS WORKED. The word "lighthouse" inevitably suggests a tapering structure of brick or stone, an elegant towering column of masonry, tapering towards the lantern at its summit. The aeronautical lighthouse at Hounslow is nothing of the sort. It is a squat building, of corrugated iron some 20 ft. high, with a glass roof. But the mechanism that produces the light and that automatically turns it on at dusk and turns it off at dawn is as remarkable as that on any headland or lighthouse round the coast. The lighthouse, in fact, lights itself and fits with a new gas mantle when that in use is broken and the mechanism that effects the rotation of the light is worked by the gas on its way to be burned in the lantern.

This is acetylene gas stored in solid drawn steel cylinders containing a porous mass of asbestos treated with cement or charcoal and saturated with acetone. The explosive quality of the gas is thus removed, and the cylinders are filled normally at a pressure of 10 atmospheres. The gas passes from the cylinder to a chamber fitted with a rubber mushroom head valve. Its expansion lifts the mushroom head, which in its upward movement conveys by means of a cantilever power to the mechanism that produces the rotation of the lantern. By regulating the amount of gas that escapes from the chamber to the burner with each raising of the valve the length of the flash is controlled.

The gas mantle is made of refined silk and held in position in the gas jet by a steel arm controlled by a spring locked by a wooden bolt. When the mantle breaks, the flame—as in the case of the ordinary household incandescent gas burner—is elongated. It comes at once into contact with the wooden bolt which is turned through. By this means the spring is immediately released, the steel arm with the broken mantle is carried clear of the frame and a new one takes its place. It is possible to fit a dozen spare mantles in a single lantern, so that with a sufficient supply of acetylene gas the lighthouse will be self-supporting for a year, at least.

On the top of the lantern is a small glass case that to a South Sea islander might well appear to contain the secrets of black magic. In reality it contains a sunvalve. This consists of three gilded rods surrounding a fourth coated with lamp-black. All are of metal. The light absorbed by these metal rods generates heat, which in turn causes expansion. In expanding the black rod impinges on a small lever that, in moving, closes a valve. By closing this valve the gas supply is cut off, and the light goes out. A by-pass is kept burning continuously and at dusk the waning light produces contraction in the rods and consequent opening of the valve and release of the gas, which immediately ignites when it reaches the by-pass and so produces incandescence in the mantle.

Two new lighthouses are being built for the "WALLA-WALLA" fleet. Phone No. 3515.

COMPANY REPORTS.

HONGKONG ELECTRIC COMPANY LIMITED.

The Report of the Board of Directors to the Thirty-first Ordinary yearly meeting of shareholders, to be held on May 22, reads:—Your directors have the pleasure to submit the accompanying statement of the company's accounts for the year ending 29th February, 1920.

The balance at credit of profit and loss account available for appropriation, after allowing for depreciation is \$337,574.08, and your directors recommend that this be disposed of as follows:—

To pay a dividend of	
\$2.25 per share on 60,000 shares	\$ 135,000.00
To pay a bonus of 75 cents per share	45,000.00
To pay a bonus to staff	22,323.97
To carry forward to next Account	135,250.11
	\$ 337,574.08

Directors.—Mr. S. H. Dodwell having resigned on leaving the Colony, Mr. G. M. Dodwell was invited to fill the vacancy. This appointment requires the confirmation of Shareholders.

The Hon. Mr. Lau Chu Pak has joined the Board, and this now requires the confirmation of Shareholders.

In accordance with the Articles of Association Hon. Sir C. P. Chater, C.M.G. and Hon. Mr. J. Johnstone retire, but being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. who retires, but offers himself for re-election.

A. O. LANG,
Chairman.

Hongkong, 5th May, 1920.

BALANCE SHEET.

LIABILITIES.	
Capital Authorised and issued	
60,000 Shares each \$10 fully paid up	\$ 600,000.00
Reserve Account	600,000.00
Sundry Creditors	690,477.28
Dividends unclaimed	17,054.78
Profit and Loss Account	
Undivided Profit as per last account	\$ 126,956.31
Net Profit for the year ending February 29, 1920	210,617.77
	\$ 337,574.08
	\$2,245,106.14
ASSETS.	
Land, as per last account	\$ 317,536.00
Expenditure during year	95,493.83
	\$ 413,029.83
Buildings, as per last account less depreciation 1918-1919	454,098.08
Expenditure during year	91,834.45
	555,932.53
Less depreciation for current year	16,263.99
	\$ 539,668.54
Plant, North Point and Wanchai as per last account less depreciation 1918-1919	361,243.11
Expenditure during year	337,579.39
	\$ 698,822.50
Less depreciation for current year	138,501.25
	\$ 560,321.24
Mains, as per last account less depreciation 1918-1919	334,334.97
Expenditure during year	12,028.04
	\$ 346,363.01
Less depreciation for current year	54,566.02
	\$ 291,796.99
Substation Equipment, as per last account less depreciation 1918-1919	12,755.59
Expenditure during year	120,883.97
	\$ 133,639.56
Less depreciation for current year	16,932.72
	\$ 116,706.84
Furniture, as per last account less depreciation 1918-1919	500.00
Expenditure during year	4,880.06
	\$ 5,380.06
Less depreciation for current year	3,000.00
	\$ 2,380.06
Motor Car, cost	\$ 2,003.00
Less depreciation for current year	700.00
	\$ 1,303.00
Tools, &c., Stock of	5,384.08
Installation Material, Stock of	78,725.18
Stores and Coal, Stock of	28,252.19
Insurance, Value of unexpired portions of Policies	6,500.00
Sundry Debtors	197,914.26
Cash with Agents	3,123.93
	\$2,245,106.14

PROFIT AND LOSS ACCOUNT.

Dr.	
Agency and Office Expenses	\$ 18,000.00
Rent and Taxes	19,088.09
Insurance	13,196.45
Directors' Fees	3,000.00
Auditors' Fees	600.00
Bad Debts	4,370.79
Less Amounts written off previous year recovered	2,032.81
	2,337.98
Interest	29,800.00
Depreciation	229,963.99
Net Profit	210,617.77
	\$526,604.28
Cr.	
By Net Profit on working	\$526,537.03
By Scrip and Transfer Fees	67.25
	\$526,604.28

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The report for presentation to the shareholders at the forty-seventh ordinary meeting on May 21 says:—

The Board has now to lay before the Shareholders a Balance Sheet containing a summary of the property and liabilities of the Society on December 31, 1919, and a statement of Working Accounts.

1918 Account. After payment of the interim dividend of \$30 per share and the bonus of 20 per cent to contributors passed at the last annual meeting there remains a balance of \$591,062.610 as per annexed statement. The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of 16/- per share on 38,500 shares	\$ 78,800 0 0
A bonus dividend to shareholders of 20/- per share on 38,500 shares	98,500 0 0
An addition to the Reinsurance Fund	150,000 0 0
An addition to the Building Reserve Fund	30,000 0 0
An addition to Equalization of Dividend Fund	50,000 0 0
To be carried forward to Underwriting Suspense Account to close the account for the year 1918	283,762 6 10
	\$591,062 6 10

1919 Account.—The Balance of Working Account on the 31st December, 1919, was \$926,829 18 0, as per annexed statement.

The Board recommends that an interim dividend of 24/- per share be paid to shareholders, absorbing \$113,200 and that a bonus of 20% be paid to contributors, absorbing about \$50,000, and that the remainder be carried forward.

Directors.—Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell & Co., Ltd. and Mr. G. T. Edkins of Messrs. Butterfield & Swire have joined the Board.

In accordance with Clause 80 of the Articles of Association the Hon. Mr. P. E. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

Auditors.—The Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown retire, but offer themselves for re-election.

JOHN A. PLUMMER,
Chairman.

Hongkong, May 12, 1920.

WORKING ACCOUNT, 1918.

ON DECEMBER 31, 1919.

Dr.	
To Net Premium	£ 1,516,443 17 0
Interest	252,463 4 5
	£ 1,768,907 1 5
Cr.	
By Agency Commissions	£ 75,965 7 8
Head Office, Branches and Agency Charges	149,590 15 10
Remuneration to Directors, Committees and Auditors	6,140 19 4
Losses and Claims paid	728,895 16 11
	960,592 19 9
Bonus of 20 per cent paid to Contributors	31,376 14 10
Interim Dividend of \$30 per Share at 3/6 7/16	85,875 0 0
Balance	691,062 6 10
	£ 1,768,907 1 5

WORKING ACCOUNT, 1919.

ON 31ST DECEMBER, 1919.

Dr.	
To Net Premium	£ 1,609,640 7 11
Interest	202,790 15 9
	£ 1,812,431 3 8
Cr.	
By Agency Commissions	£ 140,672 2 2
Head Office, Branches and Agency Charges	187,476 13 2
Remuneration to Directors, Committees and Auditors	6,017 5 10
Losses and Claims paid	551,435 4 6
Balance	926,829 18 0
	£ 1,812,431 3 8

BALANCE SHEET.

31ST DECEMBER, 1919.	
To Authorised Capital 200,000 Shares of £10 each	£2,000,000
Subscribed Capital 98,500 Shares of £10 each upon which £4 per Share called and paid up	394,000 0 0
Reserve Fund—	
Silver	\$3,000,000.00
Sterling	731,250 0 0
Building Reserve Fund	195,000 0 0
Reinsurance Fund	50,000 0 0
Equalization of Dividend Fund	1,980,555 1 4
Underwriting Suspense Account	50,000 0 0
Exchange Fluctuation Account	151,050 10 10
Investment Fluctuation Account	29,615 17 10
Working Account 1918 Balance	304,294 6 6
Working Account 1919 Balance	691,062 6 10
Sundry Creditors	926,829 18 0
	£ 6,200,010 8 8

Hongkong, 12th May, 1920.

Dr.	
By Cash with Bankers on Current and Deposit Accounts—	
Silver	175,231 2 3
Gold	682,129 6 4
	841,995 9 8
By Investments in Silver Securities	
By Investments in Gold Securities	
British	\$2,355,161.15 2
Foreign	\$875,372.9 10
	3,230,534 5 0
By Sundry Debtors including Branch & Agency Balances—	
Silver	205,391 8 5
Gold	787,237 14 6
	787,237 14 6
By Mortgages—Silver	22,555 19 4
By Leasehold Property	49,875 3 2
	£ 6,200,010 8 8

JOHN A. PLUMMER, } Directors.
P. H. HOLYOAK, }
C. H. P. HAY,
Deputy General Manager.

BRITISH TRADERS INSURANCE COMPANY, LIMITED.

The report for presentation to the shareholders at the fifty-fourth ordinary meeting to be held on May 21, says:—

The Board has now to lay before the Shareholders a Balance Sheet containing a summary of the property and liabilities of the Company on December 31, 1919, and a statement of Accounts to the same date.

(Continued on Page 10.)

TO-DAY'S NEW ADVERTISEMENTS.

WANTED.

FIRST GRADE SCHOOLMASTER, maximum attained, would like to hear of an opening in the Colony, with prospects of a living wage after 20 years' service. Excellent qualifications and experience in his own profession. Apply Box No. 1194, c/o "CHINA MAIL."

WANTED.

SECOND GRADE SCHOOLMASTER, no prospects, desires to be adopted. Only bona fide offers considered. Apply Box No. 1195, c/o "CHINA MAIL."

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

TO-NIGHT

at the Coronet

NAZIMOVA

in

"OUT OF THE FOG"

Super-production Prices.

BARRIE'S BEGINNING.

The story of the beginning of the career of Sir James Barrie in England is told by Mr. H. G. Hibbert, who was a colleague of his on the staff of the *Nottingham Daily Journal*, in his book "Fifty Years of a Londoner's Life."

There was a diffident knocking at the door of the *Nottingham Daily Journal*, on a Sunday night. On the dark landing, atop of a broken staircase, stood a small, delicate youth, unmistakable from Scotland.

"My name is Barrie. I am the new leader-writer."

"He proceeded to explain that he was 'awfully tired' after the long journey from Edinburgh. He had taken the precaution of writing in the train a leading article which he hoped would satisfy the occasion. And he would like to go home to bed. The leading article was written in pencil, on both sides of the two fly-leaves, yellow glazed, of a pocket edition of Horace. The writing was minute and regular and most legible—apparently. Actually, it was the tunic record of a Scottish drawl, softly extended, and sweetly unintelligible. Barrie's association with the oldest provincial daily paper, thus begun, extended over two years, and was terminated, it may be because of the ultrafantastic quality of the contribution of 'The Little Minister.' It may be because he asked for an increase of salary at a moment when quietly as to the commercial worth in Nottingham, and shrewdness of his humour had become acute.

Barrie first asked three pounds a week in response to an advertisement. "Hm, yes," said the senior proprietor. "We pay monthly. That will be twelve pounds a month. Barrie, I got to know, was a spendthrift in generosity of certain kinds. But the ingenious reduction of three pounds per week to two pounds seventeen and fourpence first perplexed and then eternally angered him.

Barrie's contract for say twelve pounds a month was to supply two columns of literary matter per day. One was to consist of a leading article, as to which general, but never particular, instructions were given, in an eight-page letter from the senior proprietor. Barrie often remarked that he had managed to decipher everything but the religion of the worthy man."

THE JOYS OF PROHIBITION.

Americans, deprived of liquor, have taken to eating quantities of sweets. There is a sound physiological reason for this. The body, deprived of its customary drug, whether it be alcohol or tobacco, craves for a substitute and is afflicted by malaise all it secures one. But this little truth has also its social and commercial side. Unquestionably much of the money which normally is spent on liquor would under prohibition be devoted to other commodities, and, by inference, those who have other commodities to sell might reasonably hope to benefit by prohibition or by a system of local option. As soon as this fact is thoroughly grasped in England there will be a great accession to the ranks of those who advocate either of those systems. It has already been found in this country, when a plebiscite was held on the estates of a private trust to discover whether the tenants did or did not desire the admission of liquor licences, that the small tradesman was sufficiently wideawake to be a local prohibitionist, and it will be astonishing if a similar phenomenon does not play an important part on the Scottish local option pollings that are to take place later in this year. Meanwhile those fortunate enough to be deprived of alcohol may be envied their discovery of sweets. Like St. Augustine and Tolstoy, who enjoyed the pleasures successively of sin and holiness, they have the best of both worlds. The poor teetotaler, alas! has nothing better to look forward to than the cloying satisfaction of eating more sweets and yet more, which, physiologically, may not be good for him.—*Manchester Guardian*.

NOTICES.

"JUST TO HAND"

REGULATION
BASKET BALLSREGULATION
VOLLEY BALLSREGULATION
BASE BALLS

FOR

OUTDOOR

AND

INDOOR USE

PUNCH BALLS

ETC.

SPECIAL TERMS



CLUBS, COLLEGES and THE SERVICES.

LANE, CRAWFORD & CO.

COLUMBIA

DANCE RECORDS.

A-2839	Hindustani Meow	Fox Trot Violin & Piano One Step
A-2297	Indiana	Jazz Band
A-2327	Darktown Strutters Ball	Fox Trot
A-2327	Beale Street	Princes Orchestra
A-5919	Lily of the Valley	One Step
A-5919	Broken Doll	Fox Trot Princes Band
	Billmore Waltz	

THE ANDERSON MUSIC CO., LTD.

15, DES VŒUX ROAD.

TEL. 1832.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vœux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE,
Phone 2499.

Hongkong, April 3rd, 1920.

FANCY

BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSAN

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

J. CLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS:—

GANDE, PRICE & COMPANY, LTD.

Tel. No. 125.

6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN

PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight & Passage on any of the above Lines apply—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAYRE MARU (Call Marseilles).....Wednesday, 30th June.

HIMALAYA MARU.....Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU.....Friday, 28th May.

SEATTLE MARU.....Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SIAM MARU.....Saturday, 15th May.

LUZON MARU.....Sunday, 23rd May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU.....Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU.....Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU.....Wednesday, 26th May.

CHICAGO MARU (Call Manila).....Saturday, 6th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU.....Monday, 24th May.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

MADRAS MARU (Call Kobe & Yama).....Wednesday, 26th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAIJO MARU.....Sunday, 16th May.

TAKAO via SWATOW and AMOY.

SOBU MARU.....Thursday, 20th May.

SHISEN MARU.....Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING".....Sailing on or about.....June 21st.

"VICTORIA".....Sailing on or about.....July 2nd.

(*Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO. LTD.

113, Connaught Road Central. Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO RAIL

SHANGHAI & TSINGTAO.....May 15, at 4 p.m.

WEIHAIWEI, CHEFOO & TIENTSIN.....May 16, at 4 p.m.

HAIKOW, PAREI & HAIPHONG.....May 16, at 9 a.m.

SWATOW & SINGAPORE.....May 16, at 10 a.m.

SAMARANG, SOERABAYA & TAIKOO WAN YI.....May 17, at 3 p.m.

PANARUAN.....May 17, at 3 p.m.

SWATOW & BANGKOK.....May 18, at 10 a.m.

AMOY, SHANGHAI AND FUKOW.....May 18, at 3 p.m.

SHANGHAI.....May 19, at Noon.

MANILA, CEBU & HONGKONG.....May 20, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(Macao weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Japanese and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 28.

THE PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE".....About May 18th.

"CROSBY".....About June 10th.

"IONIAN".....About June 22nd.

"WHEATLAND MONTANA".....About July 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE".....About June 15th.

"WABAN".....About June 23rd.

"ABERCO".....About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.

Via Panama

S.S. "DRYDEN" Sails about May 25th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.]

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. VINIA.....May 25. S.S. VINIA.....May 27.

S.S. WEST HIXON June 10. S.S. WEST HIXON June 12.

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment on route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Building, Chater Road.

OHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1092.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, HANKOW, SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

TENYO MARU.....22,000.....27th May.

SHIBUKAWA MARU.....22,000.....13th June.

SHINKO MARU.....22,000.....17th June.

*FRESIA MARU.....22,000.....22nd July.

KOREA MARU.....22,000.....14th July.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, PANAMA, COLON, ARICA and LIOQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

KIYO-MARU.....17,800.....July 12th.

AMYO MARU.....18,500.....Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco,

Balboa and the Panama Canal.

Steamers Leave Hongkong.

CHOYO MARU.....May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER.

Telephone 2375 and 23. King's Building.

SHIPPING

C. P. S. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Mojji) Kobe & Yokohama)

STEAMERS From Due

Empress of Japan.....May 26 June 16

Empress of Asia.....June 3 June 21

Monteagle.....June 8 July 3

Empress of Russia.....July 1 July 19

Empress of Japan.....July 20 Aug. 10

Empress of Asia.....July 29 Aug. 18

Monteagle.....Aug. 12 Sept. 5

Empress of Russia.....Aug. 20 Sept. 13

Empress of Asia.....Sept. 14 Oct. 5

Empress of Japan.....Oct. 21 Nov. 8

Empress of Russia.....Oct. 28 Nov. 19

Empress of Japan.....Nov. 8 Nov. 30

Empress of Asia.....Nov. 18 Dec. 6

Empress of Russia.....Dec. 16 Jan. 3

Passage Fare Hongkong to United Kingdom.

Empress of Japan.....Gold 6,000 Tons Reg. Gold

16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Asia.....Gold 6,000 Tons Reg. Gold

16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Empress of Russia.....Gold 6,000 Tons Reg. Gold

16,800 Tons Reg. 16,800 Tons Reg. 16,800 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to

Telephone No. 28. HONGKONG OFFICE. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,000 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 16th 1920. May 23rd 1920.

AN UNRIVALLED HIGH CLASS

PASSENGER SERVICE.

O. E. RITTER, Tel. Passenger Dept. 1834.

Prince's Building, Lee House Street. Tel. Freight Dept. & Agent. 1161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Comprising 9 to 10 Days)

CAPTAIN LEAVING.

HAIKOW.....Capt. W. G. Pasmore.....TUESDAY, 18th May, at 2 p.m.

HAICHING.....Capt. A. H. Stewart.....FRIDAY, 21st May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STRAITS SAILINGS.

Subject to change without notice.

Or to REES & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S. S. CO., LD. & CHINA MUTUAL S. S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S. S. CO., LD.)

SAILINGS FROM HONGKONG.

"HURIMACHU".....via Panama.....28th May.

"HOWARD".....via Suez.....27th May.

"DEUCALION".....via Suez.....28th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REES & CO., CANTON.

FALL IN BEHIND.

(Continued from page 2.)

4. The reclaimed ground would offer as suitable a place for the steamers of the Kailan Mining Administration as Chinwangtao. The estimate for the daily shipment of coal by the Administration from Tientsin is expected to be about 5,000 tons per day within the next five years. In that case, a frontage of 3,500 feet would be required for wharfage accommodation sufficient for 8 steamers.

5. Ocean going steamers up to about 25 feet draught would come alongside and work cargo irrespective of weather conditions.

6. If more advantages are desired, they can be found in the increase of the value of land in the vicinity and the creation of employment for many thousands of unemployed Chinese.

Another part of the plan concerned the deepening of the Taku Bar. It is equally interesting. The present depth of water on the Bar is about 15 or 16 feet. It has been decided to increase this depth to 20 or 25 feet. The Hai Ho Conservancy Board with this end in view has recently ordered a big sea suction hopper dredger from abroad for the purpose. This work will be started next spring when the dredger will

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNDEE" "DELTA"	5,400 5,000	15th May 5th June	Singapore, Colombo & Bombay. MARSHALLS LONDON & A.W.P.

BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA" "TAKADA"	4,700 7,000	18th May 20th May	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th May	Sydney via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN

"NELLOBE" "DELTA"	7,000 4,000	17th May 18th May Daylight	Shanghai, Kobe & Yokohama. Shanghai.
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WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Calls at Antwerp.
*Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passenger Messing not more than 24 ft. x 2 ft. x 2 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival, after which date they cannot be recognized. No
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EUROPE NEEDS GLASS.

Paris, March 19.—Lack of window glass is responsible for the spread of typhus, tuberculosis and other contagious diseases in Central Europe. To resist the severe cold of winter the windows are closed with mud shutting out light and fresh air. Shortage of buildings causes overcrowding in the rooms, accelerating contagion in the spread of disease. The Jewish element are the greatest sufferers, owing to the habit of mobs in breaking all glass when looting Jewish dwellings.

The report of these conditions has just been brought here by Lieutenant James H. Becker, who, as Relief Administrator of the American Joint Distribution Committee for Jewish War Relief, was called by his work into isolated districts of Bukovina, Rumania, Bessarabia and the Ukraine heretofore unvisited by allied officers.

The division of great estates among the peasants has reduced production, as the peasants revert to primitive methods, and are content now to provide their own needs, instead of supplying markets. Lack of transportation prevents the exchange of goods with manufacturing countries, and has even stopped the shipment of wood and fuel from Bukovina, which is well forested. Trading is reduced to barter owing to the low value of paper money, much of which is counterfeit, and the difficulties of exchange.

The Governments are unsettled and weak. The Jewish communities, which are deprived of the weapons for local defence, are unable to resist repeated robberies and looting. In many large towns in Bukovina, which are purely Jewish, artisans have been robbed of their tools and have thereby been forced into trading. This is of course a bad economic condition, it is pointed out.

The Joint Distribution Committee for Jewish War Relief has enabled numberless Jewish families to start anew by loans expended only for tools, or merchandise. The people took heart, and showed their gratitude by their eagerness to repay the loans with their first earnings.

Lieutenant Becker said he had seen girls, brought to the Jewish hospital with severed arms, and they had to wait four hours before medicine and bandages could be obtained.

The misery is indescribable. In the Ukraine the Jewish orphanages lack meat, fat, blankets and medicines, and the children are emaciated. Bukovina, with more than 100,000 Jews, has only one Jewish hospital, and that with a capacity of forty beds. The Joint Distribution Committee started three new orphanages for Jewish war orphans in Rumania, but the facilities are still woefully inadequate.

be able to mobilize her own great latent wealth for purposes of domestic development. The lighter the burden that is laid upon the Consortium, the fewer enterprises that we are required to take up, the better we shall be pleased.

"Finally, let me say in behalf of the American Banking Group—and I know that in this respect I am speaking too for the British and French Banking Groups—that we have a very high ideal of the future of China, an ideal just as high, I venture to believe, as that cherished by your own people. In the years to come we look to see a great United States of China just as we have forty-eight states in the American Union, each competent to handle its local matters, yet bound into an indissoluble union under the Federal Government, so we look forward to the time when your great provinces shall handle themselves in the same way under the Republic of China. We look forward to the time when great systems of transportation will render easy the carriage of commodities and goods from one part of the country to another and shall make possible that constant intercourse which is bound to bring understanding and sympathy among all your people. You will recall with me that within the last one hundred years the development of America has been brought about chiefly through the building of those immense arteries of commerce, those transcontinental railways that have developed our great granaries in the northwest, and have made almost as one the wide-parted shores of the Atlantic and the Pacific. In like manner we believe that China can never attain her full stature, her full stability, until similar development has taken place here. To the realization of this high ideal for China all the friends of China desire to work.

"You will recall with me that the Consortium has not as yet been fully formed, that it cannot be fully formed, and made effective without your own desires and without your co-operation; that it can never become an instrument of great assistance to you unless it can carry on its operations in a country reconciled, united, peaceful, a country where the astonishing industry of your great people can be allowed to develop under conditions of stability, can be carried on under constantly improving conditions of prosperity and contentment."

Please see to-day's leading article for notes on the foregoing subject.

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FALL IN BEHIND.

Continued from Page 6.)

is every reason to believe that as time progresses the place will continue to grow in size and importance until some day it proves itself to be a serious rival of Shanghai—China's New York.

If the connecting-water-ways of the interior of Chihli and its neighbouring provinces are improved simultaneously with the improvement of the Hai Ho, greater prosperity awaits Tientsin particularly and its hinterland generally. The connecting water-ways to be improved are such as the Ta Ching Ho leading to Pootung, and the Wei Ho and Tsang Ho to Honan. Water transportation is after all much cheaper. One ton of goods from Tientsin to Pootung may cost \$7 for transportation by rail whereas \$1 will be sufficient if it is sent thither on the Ta Ching Ho. If ocean liners call at Taku in consequence of a deeper channel, a saving of more than eighty per cent. of freight can be effected. At present, goods from abroad for Tientsin are sent to Shanghai where they are loaded to lighters, unloaded from the lighter to the bund, from the bund to the godown, from the godown to the local ship, from the local ship outside of Taku to a lighter, from the lighter to the Tientsin Bund, from the Tientsin Bund to the godown, from the godown to the railway station, and then reach their final destination. A large part of this trouble and tedious delay can be spared if they are unloaded from ocean liners into lighters for distribution in the interior where there are waterways. Saving of time and money means cheaper prices of foreign commodities, and cheaper prices in turn mean prosperity for all concerned in North China.

While the Commission for the improvement of the River System of Chihli is tackling the Yung Ting Ho problem, the Hai Ho Board is rendering no insignificant service to the general public in North China by bringing the Hai Ho to the present efficient condition by further improving it. The Hai Ho Board was formed by the late President Yuan Shih-kai in 1901 when he was Viceroy of Chihli. Over it there is a general commission, of which all the members of the Board are members. One of their number is nominated by the body to the Chairman of the Board, the members of which are the Commissioner of Customs, the Superintendent of Customs, two unofficial members from the General Chamber of Commerce, and one representative of local shipping interests. Mr. F. Hyslop-Freke, a well-known Tientsin resident, is the secretary and treasurer of the Board, and Mr. Pinchone, who has the confidence of all local Chinese officials, is engineer-in-chief.

The founder of the Board, the late President Yuan Shih-kai, continuously gave his support to the institution until the end of his days. From beginning to end he regarded it as a Chinese organization although its control rested largely with foreigners. In 1914, the Board applied to the Taku Naval Dockyard for permission to purchase a piece of land to be used as a slipway. The Dockyard sent a memorandum to the Ministry of Navy in Peking asking for permission desired. Some one in the Ministry did not know the situation, and instead of giving the permission, passed the document on to Yuan Shih-kai. When the latter saw it, he was amused and remarked that it was he who had founded the Hai Ho Conservancy Board and that there could be no harm to the country even to give a piece of land to that Board. The matter was settled in accordance with Yuan Shih-kai's wish. The Hai Ho Board was the lucky recipient of his gift in the form of the land desired.

Prior to the establishment of the Hai Ho Conservancy Board, two disastrous floods occurred in 1890 and 1896. They conclusively showed that it was absolutely necessary to improve the Hai Ho. The 1896 flood passed over the bund and inundated the whole city, and caused a dykebreak below Tientsin. The river shoaled to such an alarming extent that men could walk across the Hai Ho as it was only about three feet deep at some points. No navigation was then possible. All steamers had to stop at Pei Tang Kow where they had to unload their cargo and passengers and send them to Tientsin by junks and carts.

Such was the condition of the Hai Ho when the Board was founded to improve it. But at present, according to Mr. Pinchone, a vessel drawing 12 feet could pass over Taku Bar and those vessels with 15 feet and a half draught can come up to Tientsin and lay alongside the Bund. Needless to say that the Board has done a very useful work to the community. The Hai Ho Board, concluded Mr. Pinchone, is not satisfied with this result, good though it may be. What it now proposes to do has been already outlined in detail. Meanwhile, in the hands of the members, the chief engineer, and the secretary of the Board, lies the future welfare of Tientsin and its vast hinterland extending far away into Inner Mongolia, Kiangsi, Shansi and Honan where minerals are in abundance and raw materials are inexhaustible.

LAWN TENNIS.

"Missing from Harrow, School—Tennis."

So runs an announcement in the Agony Column of *The Times*, premising the annual campaign for the introduction of lawn tennis into public schools. It is an old controversy now. To put it roughly the reformers have the best of the argument, but public school instinct is against them. They can make out a strong case, and that without insisting on comparisons with other games—especially cricket—as they are apt to do. There is no game demanding activity that can be played to such an advanced age as lawn tennis. Mr. A. W. Gore won the championship—his third—at 41; and a pair of greybeards, wily as serpents, frisky as lambs, and as set as Sarah Battle on the rigour of the game, can be seen on Saturday afternoons at any lawn tennis club. Of these games, lawn tennis once acquired comes nearest to "the possession for ever" which headmasters like to talk about, and its advocates might suggest its compatibility with a classical education by telling them so in the original Greek.

Lawn tennis makes such small demands on time and space that a boy who leaves school for an office in a town may get from it all the exercise he needs. It should not be necessary to-day to insist that it is a strenuous game; for London has trooped to see Mr. McLoughlin serve, Mr. Brookings volley, and Mr. Parke run; a man had best live temperately if he would win a five set single at Wimbledon. The doubles game does call for that subordination of self to side on which school masters lay stress. Had Mr. Hacken played to the gallery, the Davis Cup would not have left England in 1913; he was content to put the ball where it left America a little the better off, and where the easier stroke would return it to his redoubtable partner—and the Cup went. Is there any game where the moral strain is greater than in a close fought single? "The little more and how much it is!"—15 to the other man to be exact; the little Jess, and the drop shot hits the net cord, balances itself for an eternity and falls back; the net-cord stroke to your opponent when you were at last within a point of four-all; and the umpire.

Physically done, the football player can leave it to the other fellow to do a bit; the bowler will be taken off; but the lawn tennis player must run on and on with his heart thumping; he has no one but himself to rely on; a knock out blow won't help him; it is useless to go berserk, he must keep his touch and his temper. It is not enough to die well, he must live well. It takes a fine sort of courage to make a lawn tennis player. The game, in fact, may be put before the schoolmasters on its merits.

Then, again, there are the comparisons instituted between lawn tennis and cricket, the game in possession. School games are for exercise and recreation; why then should some boys be compelled to play a game which affords them neither exercise—because they play it so badly—nor recreation—because they dislike it? Cricket and football provide an unlimited and innocuous subject of conversation in hours of leisure? So does lawn tennis—though the first adjective may be more applicable than the second to the part about that false bound. Go to Queen's Club, and be convinced. Lawn tennis will injure cricket. It will not. It will improve cricket by drawing off from junior games the conscripts whose indifference spoils them. It will not affect senior games at all. Boys are too ineradicably combative to hit a soft ball when they can hit a hard one. None of the impressive arguments used above will influence cricketers; tell them that nine-elevenths of a batting side pass their time in enforced idleness, and unlike other enthusiasts they do not reply with counter-statistics. A cricketer does not argue about the merits of cricket, he just plays it whenever he can. As soon as a lover submit an estimate of the charms of his mistress as a cricketer, those of cricket, cruel and capricious she may be beyond all sportive sisterhood, but that is all forgotten when she is kind; the ball volley jumping from the thick of the bat; the deep catch—with the long vigil—the sudden pass—the trance—the step back to let the ball fall clear of the eyes—the feel of the door thing in the hands—he might tell you about all these, but he does not; he thinks you are a dull dog, not to know. Cricket can take care of itself.

Then, again, there are the comparisons instituted between lawn tennis and cricket, the game in possession. School games are for exercise and recreation; why then should some boys be compelled to play a game which affords them neither exercise—because they play it so badly—nor recreation—because they dislike it? Cricket and football provide an unlimited and innocuous subject of conversation in hours of leisure? So does lawn tennis—though the first adjective may be more applicable than the second to the part about that false bound. Go to Queen's Club, and be convinced. Lawn tennis will injure cricket. It will not. It will improve cricket by drawing off from junior games the conscripts whose indifference spoils them. It will not affect senior games at all. Boys are too ineradicably combative to hit a soft ball when they can hit a hard one. None of the impressive arguments used above will influence cricketers; tell them that nine-elevenths of a batting side pass their time in enforced idleness, and unlike other enthusiasts they do not reply with counter-statistics. A cricketer does not argue about the merits of cricket, he just plays it whenever he can. As soon as a lover submit an estimate of the charms of his mistress as a cricketer, those of cricket, cruel and capricious she may be beyond all sportive sisterhood, but that is all forgotten when she is kind; the ball volley jumping from the thick of the bat; the deep catch—with the long vigil—the sudden pass—the trance—the step back to let the ball fall clear of the eyes—the feel of the door thing in the hands—he might tell you about all these, but he does not; he thinks you are a dull dog, not to know. Cricket can take care of itself.

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TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body. It is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Dispensaries.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF, RABBITS, HARES,
&c. &c.
from Australia.

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS,
direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

PACIFIC PASSENGERS SERVICES.

GREATLY INCREASING TRADE.

INTERESTING FACTS AND FIGURES.

The past twelve months have, as far as the large passenger shipping companies are concerned, been a record, their vessels have been full up with passengers on every trip both coming from the Pacific coast of America and returning from the China and Japan coasts. Quite a third of the people who have required berths across the Pacific have had to wait months before being accommodated and the steamship companies have had all available accommodation booked up six and seven months ahead. To obtain berths, travellers have resorted to offering large premiums and advertising the fact in the local papers; on the Pacific coast conditions have been quite the same, large premiums have been and are even now offered for passages over to Japan and China. In the entire history of shipping on the Pacific there has never before been seen such activity—and lack of accommodation for passengers. The situation has been exceptional and one which has been a condition created by the aftermath of the war. A year ago there were many optimists who predicted that a few months would see things back again to their normal state but up to the present the rush has been on and shows no signs of abating. All available berths in vessels have been booked up months ahead and the lack of tonnage on the Pacific has been the cause of this state of affairs arising. Even warships have been pressed into service to carry business men to the Far East, but this measure has had but slight effect in relieving existing conditions of transport. Until the fast American passenger vessels are placed in service and the new steamers now building for the Canadian Pacific Ocean services and the Japanese lines, it is not to be expected that there will be any great change in existing conditions. The passenger trade on the Pacific has grown to such proportions and will continue to grow to even more in the future that even when the new vessels are placed in service in the Pacific trade they will be kept busy in catering to the requirements of the passenger traffic.

It is interesting to study over the conditions and lines, etc. engaged in the passenger service. We have the large Japanese lines such as the Nippon Yusen Kaisha, the Toyo Kisen Kaisha, the American services which are vessels of the American Shipping Board; the British lines are shown by the C.P.O.S. principally but in the competition now on for the monopoly of the passenger trade, all the lines concerned are vying keenly for supremacy. Were there less passengers to carry we might even be able to see results now but as it is with congested conditions of travel so prevalent, all the vessels of the companies concerned are kept more than busy and the number of applicants both here and in America for berths in any particular ship far exceeds those which are offered. During the past year also, the passenger fares were increased and there is no sign that the next few years will see them lowered at all. Indeed it is questionable whether the tendency will not be to raise them even more. The increased amount of passenger tonnage during the next few years will but keep pace with the increased number of travellers requiring accommodation. Trade with the Far East is increasing greatly month by month and, therefore, the number of business men, etc. travelling will also be greater. The great increase in the passenger trade between America and the Far East during the past few years has resulted in more and more American business men being compelled to travel to Japan, China, India, the Straits Settlements and the Dutch East Indies and Manila. This can be easily judged when it is known that during the six months ending last September, 64 per cent. of all passengers carried across the Pacific were Americans. The remainder included a percentage of 17 per cent. for all British, French, Dutch and Russian subjects travelling whilst 7 per cent. of the total was

LAWN TENNIS.

MIXED HANDICAP DOUBLES FINAL.

The final of the Mixed Handicap Doubles in connection with the H.K.C.C. Tennis Tournament was played last evening. Major Bowen and Mrs. Timmis (own 2/6) beating Major and Mrs. Greenaway (own 15/6) by 6-3, 6-1. A good crowd witnessed the game, which was rather disappointing. Both ladies played well and their partners were very energetic. Mrs. Timmis displayed a useful overhead service and drew much attention with her cuts and backhand strokes. Mrs. Greenaway on the other hand played a safer game lobbing and driving well during the first set, although she rather fell away during the second. The first game went to Major Bowen and Mrs. Timmis, but neither side could claim any decisive advantage until 3-3 had been called. Major Bowen and his partner then went ahead, taking the set without their opponents winning another game. The second set was an easy matter for Major Bowen and Mrs. Timmis, the other pair only taking one game.

Japanese and 12 per cent. Chinese. The number of passengers carried by the Pacific steamship companies during the same period was as follows:

Passengers.	
Canadian Pacific Ocean Service	
Toyoko Kisen Kaisha	2,893
Nippon Yusen Kaisha	2,700
Oosaka Shosen Kaisha	1,400
China Mail S.S. Co.	200
Pacific Mail S.S. Co.	690

Total..... 8,783

Therefore, it can be seen that Japanese vessels carried 4,300 passengers of the total and considering that the enormous percentage of the total of passengers was American it is not to be wondered at that the U.S. Shipping Board is endeavouring to place on the Pacific run as soon as possible a number of passenger steamers of fast speed. When we come to the question of tonnage we find that the Japanese have about 90,000 more tons employed in the passenger trade than the British lines and over 100,000 tons more employed than the American lines. The C.P.O.S. has now four steamers engaged in the trans-Pacific trade—the "Empress of Russia," "Empress of Asia," "Empress of Japan" and the "Monteagle" comprising 45,903 tons net. The Nippon Yusen Kaisha has the "Kashima Maru," "Katori Maru," "Suwa Maru," "Fushimi Maru," "Kamo Maru" and "Atsuta Maru" comprising 56,552 tons net, the Toyo Kisen Kaisha has the "Tenryo Maru," "Shinyo Maru," "Siberia Maru," "Korea Maru," "Nippon Maru," "Persia Maru," "Anyo Maru" and "Kiyu Maru" comprising 77,852 tons net. The American services represented principally by the "China Maru" and Pacific Mail S.S. Co.'s employ about 41,000 tons net in the Pacific passenger trade but in this direction it must be remembered that about 18,000 tons is Chinese owned and sailing under the American flag.

Therefore, we find that the majority of Americans travelling to the Far East have no choice but to travel in vessels sailing under the Japanese flag. Undoubtedly there may be a great change when the fast vessels building for the trade are placed in operation but until that time Japanese vessels will hold the monopoly of the passenger carrying trade across the Pacific. Meanwhile there will be added to the latter country's services before long, three 30,000-ton liners specially built for the Pacific trade whilst the C.P.O.S. is having one vessel of the same tonnage built. It goes without saying that Britishers and Americans prefer to travel in their own country's vessels if it is possible to do so but when they have no alternative but to have to accept what betters they can find, no matter what flag the vessel they sail in is under, then that country which has the most vessels operating, especially at this time and the more berths offering, is going to reap the benefit until the British and American companies can place additional tonnage on the Pacific route. Shipping and Engineering.

